

25X1C4a

STANDING OPERATING PROCEDURE
NUMBER 50-3055-26

21 March 1966

SUPERVISOR OF FLYING

1. PURPOSE: To establish the requirements for a "Supervisor of Flying" (SOF) and outline the responsibilities and authority of personnel assigned this duty.
2. SCOPE: This procedure applies for all Detachment flying operations scheduled to originate and/or terminate at this area.
3. GENERAL:

a. Requirements: A SOF will be designated and on duty any time a locally based jet aircraft is:

(1) Conducting local flying operations.

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(2) Within thirty minutes of his ETA to [REDACTED]

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(3) Departing [REDACTED] on cross-country flying from takeoff time to takeoff plus fifteen (15) minutes.

b. Prerequisites: Before being assigned the duty of SOF the following qualifications must be fulfilled:

(1) Must be a rated officer on current flying status.

(2) Must be current and qualified in the F-101 aircraft or in the type aircraft flying.

(3) Must have been assigned to the organization for a minimum of six (6) months.

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(4) For [REDACTED] aircraft flying activities the SOF must be [REDACTED] Briefing Officer qualified. 25X1A2g

4. PROCEDURES:

a. Availability: The Supervisor of Flying will:

(1) Be available in the Operations building, radio car, or telephone during all flying as outlined in Paragraph 3a above. Absences will be limited to essentials such as eating periods, during which time the SOF must be available by telephone.

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(2) Keep Base Operations advised of his whereabouts at all times.

(3) Not perform simultaneous duties, such as Mobile Control Officer, during his period of duty, unless specifically authorized by DCO.

b. Responsibility: The Supervisor of Flying will:

(1) Monitor the flying operations so as to know at all times what aircraft have scheduled takeoffs, aircraft airborne, their ETA, etc.

(2) Monitor local weather, possible alternate weather, and air refueling area weather.

(3) Monitor air refueling operations to preclude conflicts in case of schedule delays/changes.

(4) Insure Mobile Control Officer is on duty during takeoff and landings.

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(5) Insure the Command Post is manned by an officer during all flying.

(6) Change the flying schedule as required due to weather, tanker non-availability, scramble chase requirements, or other circumstances.

(7) Advise DCO, Base Operations and Command Post of all changes to the schedule. Base Operations and/or the Command Post will then advise all the necessary sections of schedule changes/adjustments.

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K. RAN

Colonel, USAF
Deputy Commander for Operations

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Commander